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Hongkong, 1st September, 1904. [a1451]

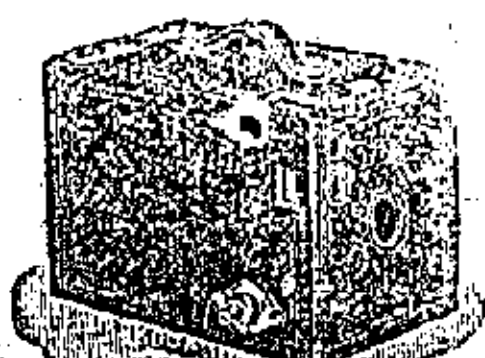
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Hongkong, 6th August, 1904. [1912]

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Hongkong, 7th October, 1904. [1621]

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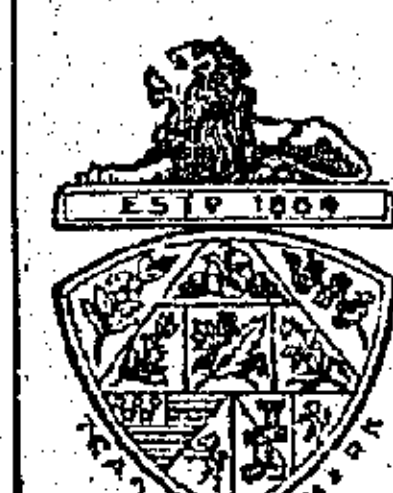
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Hongkong, 6th October, 1904.

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12, Beaconsfield Arcade, Hongkong. [a1153]
Hongkong, 24th August, 1904.

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Hongkong, 23rd September, 1904. [a34]

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LACQUERED WARE.
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Hongkong, 21st September, 1903. [a276]

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TERMS VERY MODERATE.
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Hongkong, 21st March, 1903. [a227]

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MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager. [a48]

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A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
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Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

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MANAGER.
Hongkong, 10th June 1903. [a1892]

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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
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Special Rates for Tourists.
Launch Service for Guests.
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MANAGER.
Hongkong, 31st October, 1902. [a449]

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(HOTEL-SANITARIUM OF SOUTH
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as to food, cleanliness, and hygiene of the place.
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A most pleasant retreat for those desirous of
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THE MANAGER. [a2541]

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WM. FARMER,
Proprietor. [a2166]

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Wm. FARLANE, Manager.
Hongkong, 18th November, 1901. [75]

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[31]

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No anonymous signed communications that have
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Liber's
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BIRTH.

On 7th October, at Shanghai, the wife of the
Rev. W. NELSON BYRON, of a daughter.

DEATH.

On 12th October, at Hoilo, P.I., of typhoid, H.
W. STEEDMAN, of the Hongkong and Shanghai
Banking Corporation. [2440]

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 14TH, 1904.

CONSIDERABLE interest has been taken of late in the affairs of Burma, a colony in which the true British colonizing spirit has been consistently shown, and fair progress made. Particular attention has recently been drawn to a suggestion that this important province should be administered from Home, and not by the Indian Government. REUTER a few days ago informed us that the Home Press looked un sympathetically upon the proposal published in the Times, that the Indian connexion should be severed, and a united Malayan dependency constituted of Burma, the Federated Malay States, and the Straits Settlements. The Times thinks many readers will wonder why this "fascinating and symmetrical scheme," this "apparently obvious regrouping of our Eastern dominions," was not long ago undertaken. It is not, however, so obvious or so simple an arrangement as the Times fancies it to be. The opposition of the Indian Government, which will doubtless be forthcoming, will perhaps be based, inter alia, on the false idea that mere proximity implies fitness. There is no greater reason admissible for the grouping whose prima facie suitability was suggested by the Times, Burmese affairs are neither Indian nor Malayan affairs, and their relationship is thinner than that of China and Japan, which is by no means so close as some Home critics have been accustomed to suppose. It is unnecessary to go so far to disprove that

knowledge of one presupposes some knowledge of another. An administrator in South China would have much to learn in North China, and Indian administrators have as much to learn of Burma before any such clogging interference as they have been accustomed to indulge in would be justified. Burma has been starved, its revenues diverted to Indian requirements, and its political interests neglected. As Mr. ALLEYNE IRELAND has explained, externally Burma suffers from the encroachments of France in Siam and in South-Western China, which "have been carried to a successful issue only because the Indian Government had allowed itself to forget, in its preoccupation about trans-Indus affairs, that a strong trans-Siwal policy was called for by Imperial interests in no degree less important than those of the Indian North-West." The *Rangoon Gazette*, voicing what is apparently the general opinion on the spot, has stigmatised India as "the brake on the wheel of Burma's progress towards prosperity," and blames Indian interference for the facts that Burma's development has been allowed to lag behind that of Ceylon and of the Straits. Released from Indian control, the Rangoon paper says, "our surplus revenues would be spent, not on strategic railways on the North-West Frontier, but on our own roads and on our own railways. Nor would this be all by a very long way. It would no longer be necessary to starve our educational system, which cannot expand and grow without liberal allotments of money. Education is a matter of money." While attracted by the suggestion, the *Times* does not think the separation at all necessary or advisable. It points out certain advantages of the present connexion, but omits to show that the chief of them would cease to continue if Burma were converted into a Crown Colony. It says: "If we look at Burma's trade in rice and timber, at the increase in cultivation, at the extension in railways, and the spread of irrigation in Upper Burma, we do not think that India can be fairly held to have failed in her stewardship. More might have been done; but it should be remembered that the work of bringing Upper Burma under British administration has in late years somewhat monopolized the attention of the Burmese Government, and that the years preceding 1903 were years when India was fighting for her financial existence and was preoccupied in the terrible and costly campaign against famine."

Exactly. "More might have been done," and it is because the truth of that addendum is so apparent that we cannot join with the *Times* in believing that the progress of Burma has been "most satisfactory." On the *Times*'s own showing, the superlative was misplaced. However, having discreetly "hedged," the *Times* finally faces the inevitable, and reaches a safe conclusion by adding: "When, however, the separation comes, it may be hoped that the reasons for the change will not be that the Indian Government has failed in its duty, or has been found lacking in statesmanship; but rather, that, having created a prosperous and well-governed province, it must perforce hand it over to others, since the administration of India proper is a sufficiently onerous task for any Government." The real question has nothing to do with finding fault with the past. Mr. IRELAND has done so, but that is Mr. IRELAND's way. The point is that Burma, having made marvellous progress under and in spite of India, is capable of still greater expansion, and that this would be likely to come about more expeditiously if the present handicaps were removed.

Mr. Geoffrey Herbert Wright, solicitor, has been admitted to practise in the Supreme Court at Shanghai.

A Sherwood Foresters' dance will be held at Mount Austin Barracks next Saturday evening, commencing at 8 p.m.

Seventeen subscription griffins, the first batch, are expected from Shanghai in a few days by the s.s. *Kuow Sang*.

Mr. Li Hong Mee, interpreter in the Supreme Court, has just returned from a holiday in Europe. He has still two months of his leave to run, after which he will resume his duties in Court.

A general meeting of members of the Masonic Quadrangle Club will be held in the banqueting hall of the Masonic Temple next Wednesday. The first dance will probably be held on the 3rd prox. During the coming season it is intended to have monthly dances, as last year.

A *Straits Echo* telegram said "An influential syndicate has been formed to create a large cotton-growing area in the Sudan which has been acquired by an American, who intends to import American negroes to work on the plantations." It is rather startling to hear that an American has "acquired the Sudan."

Lieut. D. Pudsey left for home by the C.P.R. s.s. *Athenian*.

The English and French mails of the 10th and 6th September were delivered in London on the 8th and 10th inst.

Mr. F. P. Holt, solicitor, left by the mail for Home. He is going to be married, and took away with him some beautiful wedding gifts.

In the H.K.F.C. six-a-side competitions yesterday Sandford's team beat Annett's by two goals to one, and Rutherford's team overcame Chard's by four goals to nil.

It has been reported to Central Police Station that a Jew had been seen to commit suicide by jumping into the harbour. The occurrence was witnessed by an Indian. No body has yet been found.

A message from Moji stated that a Japanese sailing ship, *Koki Maru* (137 tons) with a full cargo of salt on board, had been wrecked off Fusan, Korea. After being adrift on the sea for two days, the crew, consisting of seven men, were saved by a British steamer and taken to Moji.

It is said that the British Fleet will arrive here about the 21st inst., when Admiral Sir Gerald Noel, Commander-in-Chief, will confer with Vice-Admiral Bayle, in command of the French Far Eastern squadron, regarding a fight between blue-jackets at Hankow, in which a British stoker, of H.M.S. *Bramble*, met his death.

The Government, says the *Penang Gazette*, has decided upon a complete re-organisation of the Postal and Telegraph services of Siam. The entire administration of both services is to be placed under control of the Bangkok department, which will be held responsible for their efficient working throughout the whole country.

Some of Pollard's "Lilliputians" are Hongkong children. The repertoire this time includes a musical comedy that has not yet been played in England, but "went well" in both America and Australia. The Robinson Piano Co. did not have to remove the photographs, but they were charged to prevent obstructive crowds in front of their premises.

Mr. A. G. Hills, who has been for over four years the popular and energetic Secretary of the Singapore Club, left that post on the 1st instant to join the firm of Messrs. Powell & Co. Mr. Hills is succeeded in the Secretaryship by Mr. A. M. Gibson, who was, says the *Straits Times*, a most popular member of the planting communities in Sumatra and Borneo.

Mr. Fritz Sommer, a member of the British Municipal Council at Tientsin, and a popular sportsman, was married on September 28th at the German Consulate. The *China Review*, which reports the event, and remarks "As we do not aim at publishing a Tientsin long list, it will suffice to say that all Tientsin was there," omits to mention the bride's name.

The editor of a certain paper (not in Hongkong) recently received a fine chicken, which he, supposing it to be a token of appreciation from a discriminating reader, took home, and enjoyed for dinner. The following day he received this letter: "Dear Mr. Editor, yesterday I sent you a chicken in order to settle a dispute which has arisen here. Can you tell us what the chicken died of?"

A disturbance was caused at Riga, on the Baltic, by a crowd of one hundred prisoners released under the terms of the Imperial decree issued on the day of the christening of the heir to the throne. The men armed themselves with revolvers, knives and paving stones and attacked the police. Assistant Chief of Police Lishin received three pistol shot wounds, in the head, ear, and arm. The arm had to be amputated.

With reference to the paragraph we published yesterday morning, to give expression to numerous complaints of the dust annoyance caused by the trams, we are reminded that Section 16 of the Tramways Ordinance 1902 requires the Company to water their track from Kennedy Town to Causeway Bay and the Race Course. The road outside the track, of course, has to be watered by the Government contractors.

The appeal in the case of the Holt steamer *Catchas* was to come before the Admiralty Court at St. Petersburg on September 13th, said the *Times* about that time. Satisfaction and some surprise was expressed at the composition to be paid by the Russians for the detention of the British steamers *Frankby* and *Elrickdale* in the Red Sea last February. There were so many more pressing cases for compensation that these earlier captures had been nearly forgotten.

By kind permission of Lt. Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner to-night (weather permitting):—

March..... "The Belle of Bohemia" Ord Hame Overture..... "La Belle d'un Jour"..... Adena Selection..... "The Belle of New York" Kerker Lancers..... "The Savoy"..... Sullivan Selection..... "Three Little Maids"..... Rubens Waltz..... "A Greek Slave"..... Sidney Jones Two Step..... "Munblin Moss"..... Thurban God Save the King.

MENU:—Hors d'Œuvres—Sliced Tomatoes, Beetroot, Cucumbers, Red Fish on Toast Soup—Asparagus and Custard, Fish—Boiled and Shrimp—Sauce, Entrees—Rice, Birds, Fillet of Beef Larded and Mushrooms—Sauce, Potato-fritters on Aspic, Joint—Roast Sirloin of Beef, Roast Turkey, Cold York Ham, Curry—Forces Meat, Salad—Scotch, Vegetables—Boiled Potatoes, Fried Potato Cakes, Lima Beans, Stewed Cucumbers, Sweetened—Sand Cake Pudding, Jam Puffs, Vanilla Ice Cream, Finger Cake, Dessert—Fruits in Season, Tea and Coffee.

A northern contemporary hears that the Mess of the 110th have made room for the four Russian officers at Hongkong, who have made themselves exceedingly popular, and are described as being the best of good fellows. One of the 110th, Captain Sexton, has lately passed in the Russian language, and the opportunity offered for further instruction has been eagerly taken advantage of.

The *China Review* says: Many bets have been made during the past month that Fort Arthur would not fall this month; and the sanguine backers seem likely to be rewarded. Several enthusiastic admirers of the gallant struggle made by the besieged garrison are still open to wagers that Port Arthur will hold out another month or more; and we know of more than one fervent follower who is willing to bet that the fortress will neither be taken by the Japanese nor surrender.

The arrival of the German warship *Hansa* from the North yesterday was the occasion of quite an unwonted amount of gun salutes. After paying her respects to the Port and the Commodore, the *Hansa* had to salute the French, Austrian and United States warships presently in harbour, so that between the salutes and the replies firing went on for about half-an-hour. It is to be hoped, by the way, that the excellent band of the *Hansa* will give Hongkong another opportunity, this visit, of hearing them at the City Hall.

The members of the "Apostleship of Prayer," a religious confraternity in Macao, have established two schools for primary instruction, not only for their own associates, but also for whoever chooses to make use of them. One of these schools—for Chinese alone—has been in working order since May, and has had a daily attendance of 117. The members desire to establish other schools in order to promote the instruction of Chinese boys, Catholic and non-Catholic; to teach them Religion, and the Portuguese and English languages. A free library is also named as an object in the circular soliciting subscriptions.

Henry Martin Smith is missing. He was employed at the Brick Works, Aberdeen, was paid off on Saturday, the 10th ult., and requested to report at the office of Messrs. Shawan, Tones and Co., on the following Monday morning for orders. Since then nothing is known of his subsequent movements beyond the fact that he took a small portion of his clothes to the Hongkong Hotel, depositing it there to be called for, and leaving another box of his property in his quarters at the works at Aberdeen. Mr. Smith was about 43 years of age, 5 feet 10 inches in height, fair, with a brown moustache, and inclined to stoutness. He was, about thirteen years ago, a member of the Hongkong Police Force.

A local correspondent writes: More than once comment has been made in the Colony on the highly coloured pictures, emanating from Japanese imaginations, supposedly illustrative of events in the war in the North. Most of these are too ludicrous to do anything more than to cause a laugh amongst Europeans; but of late some of the specimens exhibited in the streets have been so violently overdrawn and sanguinary that it might be as well for the police to step in and at least exercise a kind of censorship over such posters. One in especial on the Praya side of the Central Market, has been attracting crowds of Chinese every day lately, and its tone is not calculated to improve or uphold the prestige of Europeans (whether they be Russians or Britishers) in the eyes of Occidentals.

Pile-driving on the site of the new Post Office in Des Vaux Road is progressing rapidly, and it is expected that the laying of the concrete foundations will be begun about January. Nearly 1,000 piles have been driven already and 700 more remain to be put down. When completed the piling of this site will be the strongest bit of piling work ever done in the Colony. On adjoining sites the piles average about 25 feet in length. On the Post Office site they range from 45 to 55 feet, and except at the Des Vaux Road end, where the bedrock is sooner reached, they are driven to their full limit. The big friction driver lately started on the job is putting down about ten or twelve piles a day and giving every satisfaction. Thanks to it chiefly, the contractor will be able to finish the piling well within his time; if the building operations are carried out with as much expedition the building ought to be ready for occupation even before the date contemplated in the contract.

A ROUGH PASSAGE.

The overdue French s.s. *Melita* arrived safely from Tourane, Indo-China, yesterday. She left port on the 5th inst., and, being a very small vessel, found it impossible to make headway against the strong N.E. monsoon. In due course her bunker coal was eaten up, or nearly so, and the vessel had to put into Hoilow to replenish her supply. Altogether she took seven days over a two days' passage.

BLAZE AT MONGKOKSHUI.

At about 7 p.m. last night fire broke out in a matchbox, in which scaffolding poles were stored, at Mongkokshui. Before long the whole matchbox was in flames, a red glare being seen in the sky for many miles around. A crowd of Chinese watched the bonfire. The Fire Brigade turned out, but it must have been a quarter to eight before the engine had enough steam up for pumping. Luckily the wind was off the shore, so other matches, farther inshore, were comparatively safe. Had the wind been blowing from the Harbour these would have probably caught alight. The matchbox was razed to the ground.

TELEGRAMS.

[PRIVATE TELEGRAM.]

INTERPORT SHOOTING.

SINGAPORE WON.

SINGAPORE, 13th October.

Mr. Mowbray Northcote yesterday received a telegram to this effect: "List range, 291."

[That means that the points made by the 600 yards range were 291, or one more than Hongkong made. Singapore is, therefore, at the head of the competition so far.]

[REUTER'S SERVICE.]

THE MARSEILLES STRIKE ENDED

LONDON, 11th October.

The strike at Marseilles is over and the difficulties ended. The Messageries has resumed all sailings.

RESIGNATION OF LORD MILNER.

LONDON, 11th October.

Lord Milner, High Commissioner of South Africa, will resign his appointment at Christmas.

PILOTS' EXAMINATION.

FOUR EUROPEANS PASS.

Five European candidates for Hongkong Pilot Certificates were examined at the Harbour Master's Office yesterday. Four passed and the other failed.

The successful candidates were Captains Mason, Walker (master of the river steamer *Kwong Tung*), McIlroy and Bell Smith.

The examiners were Mr. Basil R. H. Taylor, Assistant Harbour Master; Lieut. Knox, R.N. (King's Harbour Master); Capt. Brown, of the Hongkong and Kowloon Wharf and Godown Company; Capt. Melrose, of the Hongkong and Whampoa Dock Company's tug *Robert Cooke*; and Capt. Hall, the surveyor.

The certificates will not be issued till enough pilots pass to fill in the limited number of licences—ten—to be issued. The ordinance will then come into force, and unlicensed pilots will not be allowed to ply.

There has been some talk amongst the European candidates of running a pilot launch.

HONGKONG WEDDINGS.

Yesterday morning Mr. W. H. Williams, head master of Saiyungun Anglo-Chinese School, and Captain of the Hongkong Football Club, was married to Miss Emily Watkins, of Birmingham, who arrived by the N.D.L. s.s. *Princess Alice*. The ceremony was performed at the Union Church, by the Rev. C. H. Hickling. Mr. E. F. Annett acted as best man, and Mrs. Hooper in lieu of bridesmaids. Mr. Owen Hughes gave the bride away. The wedding dress was of ivory crepe de Chine. A very fair number of friends of both bride and bridegroom were present, those of the bride being passengers by the *Princess Alice*. At the conclusion of the ceremony the newly-wedded couple walked down the aisle to the strains of the Wedding March, played on the organ by Mr. W. Brand. After the usual showers of rice, Mr. and Mrs. Williams went in chairs to Tang Yuen Boarding House, where they intend to reside. Here, friends gave them hearty congratulations. There were many beautiful presents. Mr. and Mrs. Williams left for Macao on their honeymoon yesterday afternoon.

Mr. Thos. Shand, Electrical Engineer at the Taikoo Sugar Refinery, and of Biggar, Scotland, was married at the Union Church yesterday to Miss Sarah Owens, of Laureston, Edinburgh. Mr. R. A. Ferguson was best man, and Miss Hickling bride-maid. Mr. T. W. Robinson, gave the bride away. Rev. C. H. Hickling performed the ceremony; and Mr. Brand acted as organist. Mr. and Mrs. Shand left for Macao by the *Heungshan*.

AN IMPETUOUS JUDGE.

The *Straits Times* says: Report has it that Mr. H. P. Wilkinson, the Judge of the British Consular Court at Bangkok, will be recalled from that post when his present term of office expires in December, and return to his former position as Acting Crown Prosecutor in the British Court at Shanghai. Mr. Wilkinson is the son of the distinguished Chief Justice of the Hongkong [sic] and Shanghai Supreme Courts. It will be remembered that he adjudicated in the recent Tilleke Case, so called, and that he caused the arrest and incarceration of Mr. Gough, the Editor of the *Siam Observer*, for the comments published in that paper in regard to his (Mr. Wilkinson's) judgment in the case. This drastic action of the judge elicited a strong cry of indignation protest from the English press both at Home and in the Far East, and is now generally conceded to have been in the nature of a *faux pas*. At any rate the incident excited certain feelings of resentment in various quarters at Bangkok and elsewhere, and therefore the news of Mr. Wilkinson's transfer to another sphere of usefulness in the Service is not entirely unexpected.

[This item is perhaps not very well informed. The inclusion of Hongkong in Sir Hiram Wilkinson's circuit is probably a mere *lapsus calami*; but the statement that Mr. H. P. Wilkinson will have the position of "Acting Crown Prosecutor" at Shanghai requires confirmation. The duties of Crown Advocate there are at present being efficiently performed by Mr. W. A. C. Platt, Esq.]

THE WAR

[JAPANESE OFFICIAL DESPATCH.]

MARSHAL OYAMA'S REPORTS.

TOKYO, 12th October.

The following is a resumé of Marshal Oyama's reports: The enemy facing our right is showing activity since the 9th inst. The enemy's detachment, consisting of one infantry brigade and 2,000 cavalry with two guns, crossed on the morning of the 9th inst. the Tatzeho at a point of forty miles east of Liaoyang and cut our communication between Hsishoyen and Penhsiao, which, however, was restored quite quickly.

Our detachment at Penhsiao is retaining all positions after twelve hours' fighting with superior forces.

Several brigades of the enemy are observed on the right bank of the Tatzeho. The enemy facing our centre on the morning of the 9th inst. consisted of about one division, and is staying near the railway halfway between Lianyang and Moukden, whence some detachments commenced a southward movement on the same afternoon.

The enemy facing our left is showing less activity. Engagements are taking place all along our front.

LATER.

Engagements took place on the 10th and 11th inst. Two positions near Penhsiao (about 35 miles east of Liaoyang), which the enemy took from us, one by assault and the other by a night attack, were taken back on the 10th inst. Severe fighting continued till dark on the whole front of our right, where the enemy opposed with about eight guns and six divisions of infantry at least. Our centre and left fought also till dark on the 11th inst., and the latter is menacing the enemy's right rear. The enemy attacking Hsiencheng (25 miles north-east of Saimachi) since the 7th inst. was repulsed on the 10th inst. by a night attack.

[REUTER'S SERVICE.]

FEELING IN ST. PETERSBURG.

LONDON, 11th October.

Reuter's correspondent in St. Petersburg wires that General Kuropatkin's proclamation only became generally known to-day. The papers are enthusiastic and are full of leaders quoting the most striking passages in the proclamation, eulogising General Kuropatkin, and anticipating a speedy Russian triumph. The effect produced in St. Petersburg is twofold; the mass of the public are undoubtedly dazzled by General Kuropatkin's words and confident of his ability to crush the Japanese. The Government and Military circles anticipate a favourable issue to the advance, but a feeling of great nervous tension is observable. It is presumed that General Kuropatkin has 50,000 men more than he had at Liaoyang.

THE RUSSIANS AGGRESSIVE.

LONDON, 11th October.

A St. Petersburg telegram from Mukden says that there was an artillery duel all Sunday, the Russian right centre being engaged. The Japanese are falling back everywhere, pressed by the Russians.

(From Northern Papers)

A RUSSIAN REPORT.

CHERPOO, 29th September.

Chinese from Port Arthur yesterday state attack commenced on 26th, Russians holding all positions. At one point at Takushan the Japanese had seven thousand casualties, caused by mines laid in tunnels from forts. A terrible slaughter. A Sevastopol tragedy on a small scale.

Attacks continued till 26th; Japanese repulsed everywhere. Russians when tunnelling found magazines full of shells and ammunition, evidently left from China-Japan war; all the shells were useful. It is calculated that there was a three months' supply thus obtained.

Japanese cruiser and two torpedo-boats entered Chfoo harbour on 27th at night and stopped launches, thus actually interfering with commerce.

Chinese are very agitated thereat, and state coast trade is insecure from Japanese interference.

AT PORT ARTHUR.

10,000 MORE GONE!

General Stoessel telegraphed to St. Petersburg on 30th September that he repulsed violent assaults on the 19th and 23rd which cost the Japanese 10,000 men. Since then all the fighting has been confined to skirmishes and ordinary daily bombardments.

[This must make about 500,000 Japanese killed and wounded at Port Arthur.]

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,
PHOTO GOODS DEALERS,
17A, QUEEN'S ROAD,
(Same Premises as Messrs. Ah Chee)

Hongkong, 8th August, 1904.
SCURRILOUS PUBLICATIONS IN PEKING.

We have been waiting for some time past to see whether any notice would be taken in Peking of the insignificant looking little sheet published in the simplest vernacular that all may read, the *Ching Hua Jih Pao*; but apparently neither the Chinese authorities nor the Foreign Legations have recognized its pernicious influence. In any other country the absurdity and obvious inaccuracy of the statements made would suffice to defeat its own ends, as among European peoples an exaggerated and burlesque style of journalism rarely achieves anything beyond its own discredit. But in China it is otherwise, and no assertions with regard to foreigners or Western institutions and doctrines are too far fetched and ludicrous to admit of acceptance. We must always remember in considering Chinese questions that we are dealing with a people who in the mass can still believe a posse of soldiers can travel in a Samloka trunk, and the banging of a tin can save the moon from premature destruction. What more readily digested, then, than the much more reasonable suggestion that the men carried away over the unknown seas are going to certain tyranny, bondage, and untold suffering? Though the emigration work is an exclusively Anglo-Chinese interest, we have alluded above to the Foreign Legations collectively and not to the British Legation exclusively because we have also to remember that an indignation consciously or unconsciously excited by one Power acts indirectly on all, and insults and falsehoods permitted against one class of "foreigners" are apt to come home to roost, like curses, on all irrespectively. The condition of the country at the present juncture is distinctly tawdry. Any spark however small may fan into a flame, and it behoves all nationalities to preserve a united front and resolutely quell anything which savours of popular excitement and hostile prejudice. We fear that there is once more an inclination in Peking to say "it is naught" when significant indications are drawn attention to, and once again we reiterate our cry of four years ago: that timely action will save trouble. This scurrilous sheet which is permitted to breathe forth its lying fables in the ears of the masses will stir up a feeling of alarm and an hysterical apprehension which will quickly cease to discriminate between national and national, if any distinction even now exists.

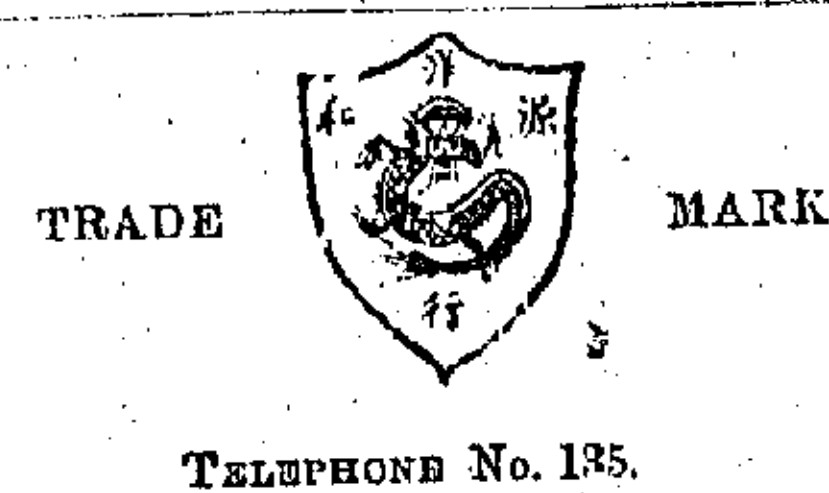
Here is a specimen translated: "We have repeatedly referred in our columns to the enlistment of coolies for the Transvaal mines by the British Government, and the conditions of the same. This step is due to the greediness of the British people for gain. Now we hear that although the Englishmen are employing the coolies in the same way as horses and cows, yet they treat them by giving them only \$12.50 per man per month while they have to pay as much as \$50 to each of the native negroes every month. This is really a great insult to the poor country people who are mostly infected by sweet words to go abroad by low class Chinese contractors. But as the coolies are so poor and ignorant they are willing to go there and give up their lives to the British mine owners instead of listening to the good advice of their fellow countrymen. What a pity this is. Now the Governor of Shantung has received a letter from some Chinese merchant's abroad giving details of the way the coolies are ill-treated and insulted in South Africa at the hands of the merciless mine owners whose actions are beyond the power of the pen to describe. On account of this, H.E. Chen-fu has informed the British Consul at Chefoo and had the coolie emigration in the province stopped at once. We congratulate the people of Shantung on having such a good and clear-headed Governor to look after their interests."—Peking Times.

AN IMPERIAL DECREE.

The following Chinese Imperial Decree was dated Peking, 6th October.
Pan Chinglan, Supervising Censor, has memorialized the Throne that the Imperial Chinese Railway Administration having established a coal store with private share capital outside Chengyang gate of Peking, the land tax be now ordered to be paid on the said Administration to the Board of Revenue and the Board of Commercial Affairs and the Governor of the Imperial Prefecture of Peking be ordered to see if it is carried out and that at present matters of railway administration are carried on by Sheng Hsuan-hui and there are many government lands leased for the administration without reference to the Waiwup, etc.
Sheng Hsuan-hui is in charge of railway and mining affairs and uses many government lands and he has to pay taxes thereon and all the accounts in connection with all the railways and mines under his charge have to be presented to the Board concerned to be properly audited. Therefore we hereby command the Board of Commercial Affairs to appoint duly qualified deputies to proceed to (Shanghai) and investigate and audit, together with Sheng Hsuan-hui, all the revenue and expenditure of all the railways and mines under his charge and to make a detailed report up on the same.

SHIPPING NOTES.

STEAMER MOVEMENTS.
The Boston Tow Boat Co.'s steamer *Lyra* left Shanghai on the 12th Oct., and may be expected here to-morrow.
The C.P.R. steamer *Empress of Japan* arrived at Vancouver at 10 p.m. on Tuesday, the 11th October.
MISCELLANEOUS.
The s.s. *Chon Tai* brought 2,000 tons of rice and 100 tons of wood from Bangkok for Messrs. Butterfield & Swire.
The s.s. *Fau Song* arrived from Sourabaya yesterday with 2,800 tons of sugar.
Arrivals report fresh N.E. monsoon.



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Hongkong, 10th October, 1904. [2150]

NEW COMMANDER-IN-CHIEF IN COREA.

TOKYO, 7th October.
General Hasegawa leaves Tokyo to-day for Corea.

OPERATIONS NEAR MUKDEN.

TOKYO, 7th October.
The Japanese have already occupied the heights of Sonhuishishan (520 feet), directly south of Mukden, and not far from the Yantai branch line of railway.

LONDON, 7th October.
General Sakharoff reports that all was quiet on the 4th inst., except scouting skirmishes four miles from the Yantai coal-mines.

There has been a sharp fight in the vicinity of Hunlipo station, wherein a Japanese squadron and four companies of infantry were engaged. The Japanese losses were considerable.

THE DURATION OF THE WAR.

TOKYO, 7th October.
There is a growing belief here that the war will last a long time. There will be no ground for surprise if it should continue for two years or more.

THE "SHELL" TRANSPORT AND TRADING COMPANY, LIMITED.

The report states that the directors had hoped to place before the shareholders the adjustment of the accounts as compared with the estimated figures for the year 1902, but, in view of the auditors requiring to have before them the accounts for the year ended December 31, 1903, before they certify final figures, the directors regret that it is not yet possible to do so. They are, however, able to state that apparently the adjustment entails the alteration of the profits for the year from £219,567 to £208,270, or £11,297 less than the figures anticipated in the last report. Shareholders will be asked to pass a resolution adjourning the meeting in order that the profit and loss account and balance-sheet may be made up so soon as the accounts are received from the Asiatic Petroleum Company (Limited) for the first and second halves of the year 1903, the accounts of the company depending on them. The interest due from the Nederlandsche Indische Industrie en Handel Maatschappij, for which no credit was previously taken, will be treated as revenue for 1903. Important developments have taken place in the position of the company, in so far as their participation in the European business is concerned. The cost of shares in the Petroleum Products Action-Gesellschaft, shown in the last balance-sheet as £98,500, has been increased to about £161,250, representing one-third of the present paid-up capital of the company, which has been raised to 9,000,000 marks. The remaining two-thirds were subscribed equally by the Deutsche Bank and the Stearns Romana Aktien Gesellschaft für Petroleum Industrie. A contract has also been entered into by which ocean transport is secured. The position and prospects of the Nederlandsche Indische Industrie en Handel Maatschappij have very materially improved. The production of crude oil from the Borneo fields during 1903 was 133,486 tons, as compared with 122,609 tons during 1902. The production for 1904 to August 27 has been 186,359 tons, made up of approximately 53,000 tons during the first three months and about 133,000 tons during the following (about) five months. With the object of more conveniently defining the financial relations between the two companies, it has been decided to place the indebtedness of the Nederlandsche Indische Industrie en Handel Maatschappij to the Company in the form of Bonds bearing interest at 5 per cent. per annum, repayable from time to time by the Nederlandsche Indische Industrie en Handel Maatschappij, as its funds permit. In addition, a scheme of amortisation, which is thought to be more in accordance with the conditions, has been adopted.

BUDDHISM IN SINGAPORE.

The following letter was addressed to the *Straits Times*. It may interest readers to know that the Lord Abbot referred to is also a European, an Irishman. His correct title is U Dhammaloka:—

Sir,—Could you spare me a couple of lines in your valuable columns to correct the statement which appeared in yesterday's edition from the Lord Abbot A. Dhammaloka to the effect that I had left the Buddhist Priesthood owing to having vacated my "Kyaung" (Monastery) during the "was" or Buddhist Lent?

The facts were these. Owing to a letter I received from this Bhikkhu Ananda Maitriya (European Secretary of the "Buddhassana Samagana" or International Buddhist Society of Rangoon) I returned to that place, as he practically had recalled me owing to the fact that I had received some money from home and thus broken my vow of poverty. It was pointed out, however, that as it was a minor offence I could be re-ordained if I wished.

Having completed my "Shun-pyu," or term of meditation, however, I decided to return to lay-life, though ultimately I intend to accept the offer of re-ordination and return to the "Sangha" or Yellow Robe.

Trusting I have not trespassed unduly on your space.
Yours fraternally,
C. A. ROBERTS
(Alias A. Dipalankara).
Singapore, 2nd October, 1904.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 13th at 11.35 a.m. The barometer has fallen at all stations, but more particularly in N. China and N. Japan.
Gradients are very slight on the Coast of China and over the China sea. Light N.E. winds are probable over the whole of this region.
Forecast:—Light E. winds, fine.

SUPREME COURT.

Thursday, 13th October.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE.)

CLAIM AGAINST A CLUB.

The Taek Lee firm sued the Nana Wa Shu Shat Club for \$36.70 for goods sold and delivered. Mr. F. X. d'Almeida e Castro, solicitor, appeared for the plaintiffs, and Mr. C. F. Dixon, solicitor, of Mr. John Hastings's office, for the defendants.
Mr. Dixon said that in this case he had a technical objection to making against the writ in its present form. "The Nana Wa Shu Shat was a small private club, not registered under the Companies' Act, so that any proceedings should be taken against some member and not against the club as a club. With regard to the goods mentioned in the particulars of the claim, they were supplied not to the club, or any member of the club, but to a friend of a member who was staying at the club. This man had never been applied to for payment, but he was perfectly willing to settle the account as soon as it was presented to him."
His Lordship asked upon the objection raised on behalf of the defence.

Mr. d'Almeida proceeded to call evidence with reference to the ordering and delivering of the goods.
After hearing witnesses for the other side His Lordship overruled Mr. Dixon's objection, but gave judgment for the defendant with costs.

A BRICK CONTRACT.

In the action in which the Wing Moo firm of brick contractors, 333, Des Vaux Road Central, sued the Po Yick firm, contractors, 292, Queen's Road East, for \$364.61, being money owing in respect of 19,000 Amoy bricks sold and delivered to the defendants on 16th September, judgment was given for the defendants with costs. Mr. F. X. d'Almeida e Castro, solicitor, appeared for the plaintiffs, and Mr. S. W. Tse, solicitor, for the defendants.

POLICE COURT.

Thursday, 13th October.

BEFORE MR. H. H. J. GONPERTZ (ACTING FIRST MAGISTRATE).

THEFT FROM POWELL'S.

Cheng Ming was charged with stealing \$306.90 worth of silk from Messrs. Powell and Company's store.

The manager of the firm identified five pieces of silk as their property. He did not miss them till the police told him about the matter. One of the clerks, Chan Ting Shin, had absconded.

Kassim Ahmed, an Indian storekeeper of No. 32, Wellington Street, deposed that the defendant came to him with a sample of silk, for which he asked \$25 a yard. Witness asked him to bring along the whole piece, and the man fetched a roll of black glossy silk. He seemed afraid though, and thus aroused suspicion. Witness told him to fetch the silk again next day, and he followed him cautiously to find out where he lived. The house proved to be No. 36, Lyndhurst Terrace. Witness reported the matter to the police, and next day the man was arrested.

Defendant said that the missing clerk had asked him to sell the silk.

Six months' imprisonment and six hours' stocks.

NO ASSAULT.

A Colonial Office chit cooie charged a *lukong* with assault. Defendant denied the charge. He had, certainly, arrested the man, as, with his long hair, he looked like a rogue and vagabond.

The case was dismissed.
BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

AN OLD "FRIEND."

One of the warders of Victoria Gaol arrested a Chinaman in the street, recognising him as a man who had been banished. The defendant was sentenced to 12 months' imprisonment and six hours' stocks.

DISORDERLY SAILORS.

Three blue-jackets were charged with disorderly conduct at West Point. One of them was fined \$3 for misbehaving himself in the street, \$3 for refusing to pay ricksha hire, \$3 as compensation, and \$5 for assault. The other two were fined \$3 each.

THEFT FROM THE GODOWN CO.

A Chinaman was sentenced to six weeks' imprisonment for stealing a blanket and tin of tobacco, property of the Hongkong & Kowloon Wharf & Godown Co.

A TIMELY EXPLANATION.

An interesting letter from a Russian doctor is given by the *Arbeiter Zeitung*. He describes the terrible effect of the Japanese artillery fire at Wa-fang-kan, and explains incidentally how the Japanese came to be accused of firing on the Red Cross. As the fire was increasing in intensity a communication reached the hospital, that there were many wounded in the firing line. Three hospital wagons, with Red Cross attendants and two doctors, at once started, and came under fire as they drove to the front. A horse was shot, and shrapnel shells burst all round the wagons, "See," writes the doctor, "that is how stories originate that the Japanese are on the Red Cross. The Red Cross acts imprudently, and the blame is thrown on the Japanese."

AN OFFENSIVE SIGNAL.

The Merchant Service Guild have been in communication with Vice-Admiral Lord Charles Beresford on the subject of a signal displayed from the flag-ship H.M.S. *Cesar* to the Channel Fleet cruisers. This signal was to the effect that the ships were not to have boats' sails or masts up when lying alongside, or at the bows. It was stated that it baffled the sails, was unseamanlike, and was adopting the procedure of the Merchant Service. The Guild, in drawing this matter to the attention of Lord Charles Beresford, referred to the non use of boat masts in the Merchant Service and to the rarity of boats belonging to merchant ships being used for sailing purposes. They were unwilling to believe that either the signal mentioned, or others of a similar character, had been made with his Lordship's knowledge or consent, and consequently they felt it only necessary to lay the matter before him in order to authoritatively deny reports of the kind. In a preliminary acknowledgment Lord Charles thanked the Guild for their letter, and stated that the matter would receive his immediate attention. A further reply is now to hand stating that the first part of the signal was incorrectly quoted, and the latter part containing the remark, which might be thought to reflect on the Merchant Service must have been a mistake. The Guild are informed that the signal has now been erased from the signal Logs of the ships of the Fleet.

JAPAN'S WAR EXPENDITURE.

With income-tax papers now being paid showing an additional impost of seventy per cent., we are afraid, says the *Kobe Chronicle*, that residents of Japan, foreign or native, will look rather dubiously at the evidence offered to show how very little they have suffered in pocket from the war. So heavy has the additional taxation proved that firms exporting certain staple commodities have been forced to enter into combination to raise prices; and here again Japan will suffer, as the rise of prices will certainly restrict trade and place national competitors in the same goods at an advantage. It is perfectly evident that the million yen a day now being expended for war purposes must be paid in some way or other, either by a deferred development of Japan's industry and resources or by increased taxation, and it is more juggling with accounts to try and persuade either the people of this country or the world that the expenditure upon the war will not press heavily upon the people. It is estimated in some quarters that if the war goes on throughout next year, it will be necessary for the Japanese Government to provide a sum of seven hundred million yen to defray the expenditure. That sum will not of course come out of the pockets of the people in one lump, for that would mean widespread ruin, but it will be a charge upon Japanese industry in some form or other, and the future of the country must be hypothecated to meet it. These are facts that it is no use blinking; they have to be faced as part of the sacrifice which the Japanese Government presumably calculated before plunging into war. To minimise them with the view of showing that Japan is perfectly competent to continue the war for years to come if necessary, will only in the end arouse deep feelings of resentment among the people.

ANOTHER CHINA MEDAL BESTOWED.

Since the issue of the official Regulations regarding the award of the Transport Medal, the Merchant Service Guild have, on several occasions, made official representations to the authorities as to their stringent character, whereby the services of many captains and officers of merchant vessels engaged during war-time were quite ignored. The medal is confined to those who have served in "Chartered Troop Transports," consequently those serving in other vessels carrying troops, horses, mules, Government stores and munitions of war generally, have been debarred from obtaining the Transport Medal, though the work in which they were engaged was manifestly just as important as that carried on by the other vessels. The British steamer *El Dorado*, commanded by Captain Lewis H. Tamplin, was chartered to serve in connection with the Indian Transport Department during the war in China. The service to which he was detailed consisted in taking troops and animals from the large transports and running them to the landing base at Taku. This comprised several miles of intricate pilot work in a crowded and narrow river, and the work was carried on night and day in all weathers, without the slightest accident happening. It is noteworthy that vessels engaged by other maritime nations all employed pilots, many of whom have been officially decorated. Captain Tamplin had the honour of special mention in General Gaselee's despatches from Peking, being the only civilian bracketed with officers of the Royal Navy and Royal Indian Marine. He also received a letter of thanks from the head of the Indian Transport Department. The *El Dorado* not being a "Chartered Troop Transport," according to the definition of this term contained in the Regulations, Captain Tamplin was not eligible for the Transport Medal. The Merchant Service Guild have represented this fact to the Lords Commissioners of the Admiralty, urging that the excellent services of Captain Tamplin merited due recognition. The Guild have now received a reply stating that the Admiralty have decided to award the China Medal to Captain Tamplin, and that it will be forwarded in due course to that gentleman.

A NEW CONTRABAND QUESTION.

"CHELTENHAM'S" CREW COMPENSATED FOR HARDSHIPS.

One of the first actions tried in which the question of contraband of war has been raised was brought by sixteen seamen of the steamship *Cheltenham*, at the Guildhall on September 9th, when they each obtained £10 damages and costs against the owners, the Austin Friars Steamship Company.

Appearing for the plaintiffs, Mr. Pattinson said that on November 24, 1903, the defendants entered into a contract with the plaintiffs for a voyage from Bremerhaven to the East Indies. The vessel appeared to have gone with coal to Colombo, and thence light to Rangoon. They then sailed to Yokohama with rice.

The vessel then sailed to Chemulpo, arriving on April 24, when she obtained a cargo of railway material and sailed for another place in Japan or Korea. Next she loaded with railway material on May 1 and arrived at Chemulpo on May 22, taking in coals and rails, and went to the seat of war with locomotives, sleepers, and telegraphic apparatus. On July 2 three ships were sighted, which turned out to be part of the Vladivostok fleet, and they were called upon to heave to.

Russian officials went on board and the vessel was taken as a prize. Thirty sailors from the man-of-war were put on board, and mines were also taken on board, with instructions that if there was an attempt to capture by the Japanese the vessel was to be blown up.

A Prize Court was held, when the ship and cargo were condemned, and the crew kept waiting for two or three weeks. They were subsequently sent by train on the Siberian Railway to St. Petersburg, and the journey occupied about three weeks owing to the congested state of the traffic. Now, the third-class carriages on the Siberian Railway were not quite so comfortable as—

Mr. Miller (for the defence): The Clatham and Dover line.

Mr. Pattinson went on to explain that the men were only able to get one meal a day, and this was insufficient. They had no proper sleeping accommodation in these beautiful carriages, and they were nearly starving. The captain then wanted to pay them off up to the time they were captured by the Russians. The plaintiffs also complained that they had been put into a very dirty lodging-house. Considering that these men had been put to all these hardships, seasickness with mines, dirty and improper lodgings, Mr. Pattinson thought they were not only entitled to their wages, but to the £10 damages for breach of contract claimed.

Several of the men gave evidence, and described the five days spent in St. Petersburg after capture by the Russians. The accommodation was such that they paid for beds out of their own pockets. The meal consisted of one ounce of meat, a small loaf of bread, and a cup of tea, and sometimes soup.

Mr. Miller submitted that there had been no breach of contract, and that the agreement terminated at the loss of the ship, either by capture or wreck. The seizure of the vessel by the Russians terminated the agreement. The question was whether the captain had the right to carry contraband of war, and he contended that he had, and that the men knew that they must take the risk. There was nothing illegal in carrying contraband.

Alderman Smallman found for the plaintiffs, because they had not been told that they were carrying contraband.

The seamen of the steamship *Cheltenham* asked later for summonses against the Austin Friars Steam Shipping Company at the Guildhall, claiming the payment of their wages. They had already obtained damages and costs against the owners.

Counsel for the owners claimed that the men's agreement terminated at the time of capture by the Russian man-of-war, but the magistrates granted the application. A date was fixed for the hearing.

THE YELLOW DANGER.

The *Penny Gazette* is one of the papers that still regards the Yellow Danger seriously. In a recent editorial it remarks:—

But now we have science in the hands of coloured fanaticism, and the results are already beginning to make the world wonder. For although the Japanese, who apply by letters written in their own blood for the privilege of immolating themselves, and who rush to inevitable destruction, display in these respects the characteristics of old-fashioned Oriental war drunkenness, their madness has in it all the cold-blooded method of the most scientific modern militarism. They have better ships, better guns, and a more effective powder than their white adversaries. They have equal, if not superior, training in the use of all the latest scientific devices for man-killing. Every art known to modern science, from wireless telegraphy to the highest development of naval architecture, is at their disposal. A complete revolution has thereby been effected in the conditions of warfare between the white and the coloured man.

At present Mongolia is for the most part still in its century-long lethargy, but the evidence of its near awakening from this strange sleep, and feeling again the fire of racial fanaticism in its blood, which may rush at the other extreme, cannot be denied. What would be the result of such a revival amongst 800,000,000 of Orientals, able to make war according to the most up-to-date European methods? It is only necessary to look this question calmly in the face to see that the much ridiculed "Yellow Peril" is not the bogey at which, in so many quarters from whence better sense might be expected, it is regarded as the proper thing to scoff.

INSURANCES

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1830.

The Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903 £16,998,650.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
II. FIVE FUNDS, 3,656,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

The Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO., Agents.

Hongkong 28th April, 1904. [1121]

L UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

The Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against FIRE at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [9]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFLAIRE & CO., Agents.

Hongkong, 17th August, 1887. [29]

BOARD AND RESIDENCE

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—MANAGERESS, Macdonnell Road

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

BOARD AND RESIDENCE.

MRS. GILL AND SONS

"GLENWOOD."

27, CAINE ROAD.

Hongkong, 19th March, 1904. [2265]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

3, Pedder's Hill.

Hongkong, 1st January, 1892.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C. Scott's and Engineering Cod Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 525 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 25 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.

Length on Blocks... 359 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest.

Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of a sterling merit of the publication.

Price... \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai."

Messrs. KELLY & WALSH

Hongkong.

or at all leading Bookellers in the Far East

Hongkong, 14th February, 1903.

INTERESTING WAR VIGNETTE.

The destruction of a Russian battery in one of the recent engagements is picturesquely described by M. Nemirovitch Danchenko, the well-known novelist and special correspondent of the *Russki Slovo* and Associated Press.

"Can anything," he says, "be more terrible than the death of a whole section of an army under our eyes when you see the process of destruction and are unable to do anything whatever to prevent it? It was impossible to leave the 4th Battery on its old position—a hill cutting through our centre, where only two insignificant battalions were stretched over a distance of two and three-quarter versts. Two Japanese batteries loomed in front of ours. They were perfectly covered, while our 4th Battery stood quite open before them. The enemy turned two guns upon our left flank, and began to thunder, unseen by us, from the remainder of his guns against our 4th Battery, of which they had become tired. At half-past ten it was still working. The rattle of its quick-firing guns did not allow me to define whether the Japanese had machine guns or not. Others heard them: I could not catch these regular merciless sounds. To see as we did yesterday the flat-top of its hill, and on it the black small lines of the guns—eight lines, eight ammunition boxes behind them on the slope. Underneath them something black is scattered. It is the screen. Fire flashes and small white clouds appear now and then from the black lines either from each separately or in volleys. All at once the battery becomes silent. The enemy thunder at it from the other side. No answer. We become strangely excited. What does this silence mean? Black spots are running in all directions on the yellow platform—they are bustling, some important movement is taking place, something sudden. Why are the guns silent, why do they not answer? Thank Heaven! There is a crack of one gun, of another, of a third. They have hurled their defiant shells upon the enemy. A volley, a second, a third! It seems impossible, from here, that the Japanese can withstand such a fire. A minute, another, and they will be silenced. We wait for this with beating hearts. It seems to us somehow that such an end would only be justice, nothing else. We follow the smoke of the explosions on the opposite side. These are our shells exploding, and scattering away, as we imagine, scores, hundreds of the enemy. The 4th Battery, so suddenly revived, does not cease firing—it thunders incessantly, and all the black slopes send back the echoes in a dull, disconnected fashion. The echoes carry the sounds far, far away to where the other batteries in their turn roar at the enemy's position. The soldiers' loud round with a self-satisfied air. 'That's how we work; they will know us.' We none of us guess that the unfortunate 4th Battery is now struggling for its life, counting its last minutes, spending the last atom of its force. Black spots continue to run from the ammunition boxes to the black lines. Our steel jaws roar to the utmost. We are far from guessing the despair, the death agony, in this thunder. But what is this? Never—and it is my second war—did I see anything like it. The Japanese guns have lifted their black muzzles from behind the crests that surround them, and have set to work to destroy this unhappy yellow hill, with its tiny black lines, black spots, and black cubes, from which innumerable black tendrils are now trailing. It is an orgy of exterminating fire! I look with anguish in my heart. The screen from under the hill is dispersing in all directions. Is it possible? Is there really a force in the world capable of compelling our men to move away? Yes, there is, and there it is before me. Something indescribably terrible. Scores of shells explode at the same time above the doomed battery. Scores of flames flash from the white clouds, scores of small clouds melt into a larger one, shutting from us the unfortunate flat space, the black lines and black spots. The awful business of the Japanese gunners is not interrupted for a moment. Innumerable grenades break anew into a triumphant chorus. They dig into the soil of the hill and throw up brown masses of cloud that appear to be tinged with blood. These masses are soon merged into one, shutting out from us a hell that is celebrating its cruel victory there. Everything becomes confused and mingled—it is impossible to distinguish anything. It appears as though hundreds of fire-breathing dragons, such as the Chinese believe in, have broken away from their chains and accomplishing their wicked purpose behind that brown curtain under the murky shades of the explosion. We still distinguish in this pitchy smoke the rare answering rays of "our" fire, the dull sounds of our shots. There the dying battery responds with a volley. Another! It will still struggle on; it will silence them. We listen greedily. We pass from despair to hope. A little more space, and it will answer the foe's fire. Where does the enemy get all his force? Where is the source of his fire? By what roads does he bring the guns, which seem at that moment innumerable? Everything is confused in my eyes and ears. The shrapnel clouds become thicker and thicker, the brown explosions of the shell heavier and more compact.

"My heart is heavy. It is like watching the flickering life of the sufferer on a death-bed—like watching the death of someone who has suddenly become near and dear to you. What does it matter that bullets are now whistling near our heads, that the foe is firing at us from some unknown place, that two soldiers have already fallen close by. There a whole battery is coming to an end amid terrible convulsions. God be praised! It is possible that the forces of the Japanese have failed them. They are gradually becoming silent. Their shots are rarer. The wind has already time to carry away the smoke of shrapnel and the brown

shell fumes. A few moments more and everything is silent. We look—and we do not believe our eyes. It is not a battery, it is the cemetery of a battery. The black lines are powerless and silent. No black spots are discernible, and the little cubes are moving downwards. The battery itself is buried under heaps of shrapnel fragments and the debris of shell; it is literally covered by them; there is not a free space. It was necessary to save what could be saved, to take off the gunlocks and remove the ammunition boxes. The removal of the guns could not be thought of. No horses could enter this hell and emerge alive. I looked long at this burial place of dead guns. Their lives were short but noisy—perhaps more to be envied than the slow existence of others that are now being dragged along the dust and mud of the Manchurian roads. The abandoned guns lie like corpses in the yellow sand, covered by lead, cast iron, and steel. New black spots are rapidly approaching them from the other side. They move, collect, disperse along the edge of the flat space, open fire upon our centre, if we may call a centre two battalions stretched along two and three-quarter versts."

PORT ARTHUR AND SEBASTOPOL.

A *Globe* correspondent wrote: "I have hanging in my hall two lithographs from a painting by N. Whitlock, and dated March 6, 1857, 'Sebastopol Before the Siege' and 'Sebastopol After the Siege.' These two pictures suggest a remarkable historical coincidence. It was just half a century ago this month that the allied armies of this country and France as well as the south-west extremity of the Crimean Peninsula and the Black Sea. Sebastopol was then counted impregnable just as the Russians have accounted Port Arthur to be. For 20 years before the siege of 1854 Russia had been strengthening the harbour fortification and land defences of Sebastopol, and though the work was not entirely completed when the siege began, yet Russia felt confident the fortress could never be taken. The modern gun had not then been invented, yet the loss of life was none the less awful, and Sebastopol will always be counted one of the bloodiest battle grounds the world has ever known.

Beginning September, 1854, the siege of Sebastopol lasted until September, 1855, a full year. The garrison in the fortress was usually, it is said, about 30,000 men. The number of guns mounted at the time of the final assault being about 300 odd, several times that number having been rendered unserviceable during the progress of the siege. The Russian loss in the defence was 84,000 men. The forces actually engaged during the latter months were about as follows:—French, 120,000; British, 27,000. The French loss was 44,500, and the total loss of the allies was not fewer than 60,000. The entire loss of the besieged and besiegers must have been 150,000. The siege of Port Arthur began early this year, and has continued fully six months. The Russian commander claims that he can hold out for an indefinite period, but the Japanese have been gaining one outer fortification after another, and the announcement of the fall of Port Arthur at any time would not cause any surprise. The guns of the Japanese have been doing tremendous damage in the city, but the loss of life within the fortress does not yet reach the record of the Crimean siege. Of course, the besieging force is larger than that of the allied army, and the Navy of the two countries are playing a conspicuous part at Port Arthur, which was not the case at Sebastopol. Russia, in 1854, believed that her fortress could not be taken. Russia holds to the same belief now in 1904. Will history repeat itself in just half-a-century, and Port Arthur meet the same fate as Sebastopol?

THE SHIMUSHU AFFAIR.

There is no longer any doubt that Captain Gunji's little party were massacred by Russian soldiers. The idea that they were engaged in a military invasion of Saghalien is the purest nonsense. They were engaged solely in operations connected with the fishing industry, by which they subsisted. The *Tsuba Maru*, their vessel, was laden with salt, not with ammunition or weapons of war, and the party that landed from her numbered a paltry 16. But the people of the neighbourhood seem to have been intimidated, for they removed elsewhere. On the 28th of July a deputation came from a neighbouring village with a pitiful complaint of starvation owing to the non-arrival of supplies usually sent from Vladivostok. Gunji gave these men a quantity of food. On the 29th they again presented themselves; and urged that as the villagers were still alarmed, Gunji should go to explain matters. He went, taking an interpreter and a physician. The three never came back. In their stead there arrived on the 2nd of August a company of some 50 Russian soldiers, who shot 14 of the fishermen. The remaining two escaped to their ship, which sailed at once for Shimushu. That seems to be the whole story.—*Japan Mail*.

MR. MICAWBER'S DESCENDANTS.

No nineteenth century personage has bequeathed a more numerous progeny to the twentieth century than Mr. Wilkins Micawber, the man who was always "waiting for something to turn up." As with the progenitor, so with the progeny—they lay upon nothing themselves, but wait for something to turn up. This is a career of patience. They live upon hope and die fasting. Mr. Cecil Rhodes was in no way related to the Micawber family. He came to South Africa to make his fortune, and not being content to wait until something turned up, turned up something himself, and a very good turn it was, viz, diamonds. When Mr. Rhodes left England to seek his fortune here he had youth on his side, but not good health. How he succeeded in winning good health and an immense fortune all the world knows. But note that the good health came first. That is the natural, the inevitable order: health first, and wealth second, third, fourth, perhaps not at all—but health first, always. What is the matter with the Micawber family that accounts for their failure in everything they undertake? Obvious business, you say. Yes, truly; but why chronically lazy? We will undertake to diagnose the novelist's great creation, and assert with confidence that Mr. Micawber suffered from indigestion. That theory at once accounts for his love of ease, his want of energy, and fatal habit of letting the world slide.

"For many years," writes Mrs. Veolada Rossow (who lives back of Saville Engineering Works, Jeppe's Town, Johannesburg), in a letter dated April 4th, 1904, "I suffered from indigestion. All the symptoms of that distressing complaint were present, some of them in a very aggravated form. From time to time my appetite almost ceased; and when I did eat, it always produced pain at the chest. Severe headaches,

and pains in the stomach and between the shoulder blades, were so incessant that at times I became quite light-headed; specks used to appear before my eyes and everything seemed to be turning round.

"Alarmed at the serious state of my health, I tried a great number of medicines that were recommended by one and another of my friends, but obtained no more than temporary relief from the best of them. When, however, at length, I tried Mother Seigel's Curative Syrup (the world-renowned remedy of which Messrs. A. J. White, Colonial, Ltd., corner of Princes and Diesel Streets, Port Elizabeth, Cape Colony, are proprietors), all this changed. A few days after I first began to take the Syrup, I perceived a welcome return of appetite. The pains from which I had so long suffered began to decrease, and gradually left me until they were gone entirely. Now, after a short course of the medicine, I am as well as ever I was in my life, and gratefully recommend the means of my cure."

For supplying energy, and transforming the young into the old, indigestion is not to be matched in a catalogue of all the diseases. The number of people who have learned this truth from painful experience is legion. Here is another of them—Mrs. S. Seoble, of Commissioner Street, Johannesburg—who writes thus on 19th April, 1904: "For many years I was without proper appetite, and suffered greatly from sleeplessness. The doctors who attended me said that mine was a case of general debility; but I fear they did not correctly understand it, for they were unable to do me any good. That was a task reserved for Mother Seigel's Curative Syrup. When, setting upon advice, I began to take that wonderful remedy, it at once became clear to me that my troubles were nearly over. I have to thank it for my complete cure."

Both Mrs. Rossow and Mrs. Seoble have now the health and energy proper to their respective ages, and are as unlike Mr. Micawber as possible. [63]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. RYNNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS

Hongkong, 31st July, 1903. [1898]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Connaught Road

Hongkong, 18th June, 1903.

WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend \$12.50

Black and White \$16.50

Royal Household \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,

Wine Merchants and General Storekeepers,

6, Queen's Road.

Hongkong, 22nd August, 1904. [205]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

BLEYS, SCHULTZ'S, AMBERITE AND KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW (SATURDAY),

the 15th OCTOBER, 1904, at 2.30 P.M., at his

Sales Room, Queen's Road, LADIES' DRESS MATERIALS, LADIES' COSTUMES, SILKS, FLANNELS, BLANKETS, TAPESTRY CURTAINS, TABLE COVERS, LADIES' SHOES, HOSIERY, &c.;

CHILDREN'S DRESSES, BONNETS and UNDERWEAR;

GENT'S SHIRTS, SUIT LENGTHS, TIES, COLLARS, BOOTS, HANDKERCHIEFS, WAISTCOATS, and HOSIERY; A Few FRAMED PICTURES, &c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 13th October, 1904. [2463]

PARTICULARS.

SALE OF THE VERY VALUABLE LEASEHOLD PROPERTY,

Known as

No. 5, BONHAM STRAND, Victoria, Hongkong.

to be Sold by

Public Auction by Order of the Mortgagee, on

MONDAY,

the 17th day of OCTOBER, 1904, at 3 P.M., by

Mr. GEO. P. LAMBERT, Auctioneer, At the Premises.

BEING all that piece or parcel of ground situate at Victoria, in the Colony of Hongkong, known and registered in the Land Office as Section A of Marine Lot No. 1 A. The said premises are held for the residue of the term of 99 years granted by an Indenture of Crown Lease dated the 27th day of August, 1874, subject to the payment of the annual sum of \$18.00 being a proportion of the rent and to the covenants and conditions contained in the said Lease.

Particulars and conditions of sale may be obtained from

F. X. D'ALMADA E CASTRO, Solicitor for the Vendor,

or

Mr. GEO. P. LAMBERT, Auctioneer.

Hongkong, 12th October, 1904. [2425]

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.
TRADE MARK.



LOTUS.

Large Size \$1.00 per 100

Gold Tipper Medium Size

\$3.75 per 100

ZAFAR.

Large Size \$1.61 per 100

Medium Size \$4.20

KARIM.

Large Size \$3.75 per 100

Medium Size \$3.50

THABIT.

Large Size \$3.00 per 100

Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:
KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

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RAILWAY

MATERIAL

Hongkong, 1st October, 1904. [333]

THE

JOB PRINTING

DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REplete WITH ALL THE LATEST

AND MOST UP-TO-DATE APPLI-

ANCES FOR THE PRODUCTION OF

FIRST-CLASS WORK.

ALL DESCRIPTIONS OF

ILLUSTRATED

CATALOGUES,

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Hongkong, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 20th October.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th November.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th November.	

FOR	STEAMERS	TO	DATE
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 22nd October.	
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.	
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 8th November.	
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.	
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.	

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.	

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
KOBE and SHANGHAI	"ICHANG"	On 14th October.	
AMOI and SHANGHAI	"TAIWAN"	On 15th October.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 27th October.	

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"LOONGSANG"	Friday, 21st Oct. 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 25th Oct. 3 P.M.	

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.	STEAMERS	TO	DATE
S.S. "SWANLEY"	Captain J. P. Dawson	Friday, 21st Oct. 4 P.M.	
S.S. "COURTNEY"	Captain J. W. Martin	Friday, 21st Oct. 4 P.M.	
S.S. "CRANLEY"	Captain W. E. Steele	Friday, 21st Oct. 4 P.M.	
S.S. "IKRAE"	Captain A. Jennings	Friday, 21st Oct. 4 P.M.	
S.S. "ASCOT"	Captain C. E. Cox	Friday, 21st Oct. 4 P.M.	
S.S. "TWEDDALE"	Captain C. M. Milne	Friday, 21st Oct. 4 P.M.	
S.S. "LOTHIAN"	Captain J. C. Williamson	Friday, 21st Oct. 4 P.M.	
S.S. "INKUM"	Captain E. S. Pearce	Friday, 21st Oct. 4 P.M.	

NIPPON YUSEN KAISHA.	REGULAR
AUSTRALIAN LINE.	STEAMSHIP SERVICE TO NEW
FOR SYDNEY AND MELBOURNE, VIA	YOKO
MANILA, THURSDAY ISLAND,	VIA PORTS AND SUEZ CANAL.
TOWNSVILLE & BRISBANE.	PROPOSED SAILINGS FROM HONGKONG.
THE Company's Steamship	1904. About
	"ST. HUGO." 18th Nov.
	For Freight and further information, apply to

THE Company's Steamship	STEAMERS	TO	DATE
"YAWATA MARU"			
Captain A. E. Moss, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.			
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.			
For Freight or Passage, apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.			
A. S. MIHARA, Manager.			
Hongkong, 1st October, 1904.			

DAMPSCHEIFFS REEDEREI "UNION-ACTIEN GESELLSCHAFT, HAMBURG"	STEAMERS	TO	DATE
FOR NEW YORK.			
THE Steamship			
"ALBENGA"			
Captain Petersen, will be despatched for the above port on or about WEDNESDAY, the 26th inst.			
For Freight, apply to			
CARLOWITZ & CO., Agents.			
Hongkong, 5th October, 1904.			

VESSEL ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD., Agents.

Hongkong, 12th October, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLY MOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd OCTOBER, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Britannia," 6,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Mongolia," due in London on the 4th December, 1904.

Parcels will be received at this Office until 4 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th October, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS.)

The Company's Steamship

"TRIESTE,"

Captain Mestrovich, will be despatched as above on SATURDAY, the 29th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 4th October, 1904.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 15th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1904.

DAVID CORSAIR & SON'S MERCHANT NAVY

BOILED LONG FLAX CANVAS

RELIANCE CROWN TAPEAULING

ARNHOLD, KARBURG & CO. Sole Agents.

MAIL TABLES

FOR 1904

Mounted on Card ... 30 cents.

Paper ... 20 cents.

On Sale at the Daily Press Office, Hongkong 5th March, 1904.

SHIPPING IN PORT.

STEAMERS.	AGENTS.
AGRICULTURE, British str. 2,878, H. T. Worsnop.	Hainan Island 1st Oct. - Gilman & Co.
ANGHIN, German str. 1,001, F. Schaefer, 10th October.	Bangkok 2nd October, Rice - Butterfield & Swire.
AUTRELIAN, British str. 1,784, A. H. Schaw, 12th Oct. - Yokohama 7th Oct. General.	Gibb, Livingston & Co.
BENALDER, British str. 1,959, C. R. Mcintosh, 12th Oct. - London and Singapore 5th Oct. General.	Gibb, Livingston & Co.
BONDO, French str. 987, Sisco, 9th October, Saigon 4th October, Rice - Chinese.	
CAPRI, Italian str. 2,718, G. Basko, 5th Oct. - Bombay 17th Sept. and Singapore 29th. Mails and General.	Carlowitz & Co.
CORTIC, British str. 2,744, P. H. Armstrong, 7th Oct. - San Francisco 8th Sept. Mails and General.	O. & S. N. Co.
DECIJA, German str. 791, Schleier, 27th September, - Moji 23rd September, Coal.	Sander, Wieler & Co.
ELG, Norwegian str. 703, Christopher, 30th Sept. - Moji 26th September, General.	Sander, Wieler & Co.
EMPEROR OF CHINA, British str. 3,048, E. Beetham, R.N.R., 27th Sept. - Vancouver 3th Sept. and Shanghai 24th, Mails and General.	C. P. R. Co.
GABA, Norwegian str. 635, H. Dahl, 10th Oct. - Chiofo 4th October, General.	Chinese.
HAITAN, British str. 1,183, J. S. Beach, 12th October.	Poochow, Amoy and Swatow 11th October, General.
HUS, French str. 705, Godinau, 13th Oct. - "Aiphong, via Ports 10th Oct. General.	A. R. Marly.
JASON, British str. 4,800, T. G. Steves, 12th October.	Liverpool and Singapore 6th October, General.
KAMFOI, French str. 900, Nona, 30th Aug. - Newchwang 25th Aug. General.	Bradley & Co.
KARIN, Swedish str. 697, G. Peterson, 7th Oct. - Saigon 1st October, Rice.	Sander, Wieler & Co.
LEGASPI, American str. 563, D. Yrizar, 10th October.	Manila 7th October, General.
LIGHTNING, British str. 2,123, J. G. Spence, 10th Oct. - Calcutta 24th Sept. and Straits 5th Oct. General.	D. Sassoon & Co.
LILIA, British str. 1,834, E. Morris, 28th Sept. - Saigon 23rd Sept. General.	Chinese.
M. STREVE, German str. 986, P. Brandt, 12th October.	Tamsui 9th Oct. Amoy 10th and Swatow 11th, General.
ORANGE, Norwegian str. 1,001, J. Dannevig, 8th Oct. - Bangkok 30th Sept. Rice and Meat.	Sander, Wieler & Co.
PARLAT, German str. 1,018, Domes, 5th Oct. - Bangkok 23rd Sept. Rice and Wood.	Butterfield & Swire.
PARKING, British str. 2,875, G. Rodway, 23rd Sept. - Yokohama 10th Oct. General.	Nippon Yusen Kaisha.
PHRANANG, German str. 1,021, A. Schmorl- fuss, 11th Oct. - Bangkok 3rd Oct. Rice.	Butterfield & Swire.
QUANGNAM, French str. 710, Vialat, 12th Oct. - Saigon 5th Oct. General.	Bradley & Co.
THALES, British str. 820, E. S. Crowe, 11th Oct. - Swatow 10th Oct. General.	Douglas Lapraik & Co.
TSINTAU, German str. 1,002, O. Koch, 10th Oct. - Bangkok 1st Oct. Rice.	Butterfield & Swire.
WONGKAI, German str. 1,115, J. Bruhn, 11th October.	Bangkok 4th October, Rice.
YATSHING, British str. 1,423, T. Sellar, 12th October.	Sourabaya 3rd Oct. Sugar.
ZARHO, British str. 1,911, R. Rodger, 10th October.	Manila 8th October, General.

CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY.

is the oldest and still immeasurably the best medium for Advertising among the Native Community.

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Documents translated from or into Classical or Colloquial Chinese.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1903. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office, Hongkong 25th March, 1904.

PRINTING OF ALL KINDS at the moderate prices at

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All proofs read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

AVERAGE MARKET PRICES

AVERAGE MARKET PRICES	
October 13th 1904.	
The Prices are given in Dollar Cents.	
BUTCHER MEAT.	
肉什貨	Mei Lung Pk Yuk - Beef, sirloin & prime cut
肉牛腰	Hain Ngau Yuk - Corned Beef
肉牛燒	Shin Ngau Yuk - Roast Beef
肉牛腰	Ngau Lau - Breast of Beef
肉牛腰	Ngau Lau - Beef for soup
肉牛腰	Ngau Yuk Pk - Beef Steak
肉牛腰	Ngau Yuk - Sausages
肉牛腰	Ngau Nok - Bullcock's Brains per set
肉牛腰	Ngau Lok - Beef Steak, Sirloin
肉牛腰	Ngau Lo - Bullcock's Tongue, fresh
肉牛腰	Hain Ngau Lo -
肉牛腰	Shin Ngau - Bullcock's Head
肉牛腰	Hain Ngau Chin - Beef Hump, salt
肉牛腰	Ngau Kok - Bullcock's Feet
肉牛腰	Ngau Lin - Bullcock's Kidney
肉牛腰	Ngau Mei - Bullcock's Tail
肉牛腰	Ngau Kon - Bullcock's Liver
肉牛腰	Ngau To - Bullcock's Tripe, undressed
肉牛腰	Ngau Tsai - Tsai Kok -
肉牛腰	head and Feet
肉牛腰	Yang Pk Kwat - Mutton Chop
肉牛腰	Yang Pe - Legs of Mutton
肉牛腰	Yang Shian - Mutton Shoulder
肉牛腰	Yang Tsai - Sheep's Head per set
肉牛腰	Yang Sam - Sheep's Heart
肉牛腰	Yang Tsai - Sheep's Kidneys
肉牛腰	Yang Kon - Sheep's Liver
肉牛腰	Chai Kok - Pig's Feet
肉牛腰	Chai Tsai - Pig's Brains
肉牛腰	Chai Tsai - Pig's Ears
肉牛腰	Chai Tsai - Pig's Head
肉牛腰	Chai Tsai - Pig's Kidneys
肉牛腰	Chai Tsai - Pig's Liver
肉牛腰	Chai Tsai - Sucking Pigs (to order)
肉牛腰	Shang Ngau Yau - Beef Suet
肉牛腰	Shang Tsai - Mutton Suet
肉牛腰	Ngau Tsai - Veal
肉牛腰	Ngau Lap Ch'ong - Beef Sausages
肉牛腰	Ngau Lap Ch'ong - Veal
FOURTH.	
肉牛腰	Kai Tsai - Chicken
肉牛腰	Sin Kai - Capons
肉牛腰	Chai Tsai - Doves
肉牛腰	Sang Sheng Shui Ap - Wild Duck, Canton
肉牛腰	Ap - Ducks
肉牛腰	Kai Tsai - Hen's Eggs
肉牛腰	Kai - Fowls, Canton
肉牛腰	Hoi Nam Kai - Fowls, Hainan
肉牛腰	Sheng Hoi Yai Ngau - Geese, Wild, Shanghai
肉牛腰	Pak Kop - Pigeons
肉牛腰	Om Tsai - Quail
肉牛腰	To Tsai - Hares
肉牛腰	Shan Kai - Pheasant
肉牛腰	Chan Kai - Partridge
肉牛腰	Wai Tsai - Rice Birds
肉牛腰	Shai Ap - Snipe
肉牛腰	Foa Kai Kung - Turkeys, Cock
肉牛腰	Foa Kai Mo - Turkeys, Hen
FISH.	
肉牛腰	Kai Yu - Barbel
肉牛腰	Tan shui Yu - Canton Fresh-water Fish
肉牛腰	Lo Yu - Carp
肉牛腰	Chan Yu - Cat Fish
肉牛腰	Mai Yu - Codfish
肉牛腰	Hai - Crabs
肉牛腰	Mai Yu - Cuttle Fish
肉牛腰	Shai Ming Yu - Dab
肉牛腰	Wong Mei Lun - Dace
肉牛腰	Shai Yu - Dog Fish
肉牛腰	Hoi Sin - Eels, Conger
肉牛腰	Tsin Shui Sin - Eels, Fresh water
肉牛腰	Wong Sin - Eels, Yellow
肉牛腰	Tsing Tsai - Frogs
肉牛腰	Shai Tsai - Garoupa
肉牛腰	Pak Kay Yu - Gudgeon
肉牛腰	Tsing Kwan Yu - Halibut
肉牛腰	Two Pak Yu - Herrings
肉牛腰	Shai Yu - Labrus
肉牛腰	Wong Yu - Loach Fish
肉牛腰	Lung Hai - Lobsters
肉牛腰	Shi Yu - Mackerel
肉牛腰	Chai Yu - Mullet
肉牛腰	Mong Yu - Monk Fish
肉牛腰	Sing Hoi - Oysters
肉牛腰	Kai Kung Yu - Parrot Fish
肉牛腰	Iau Lo - Perch
肉牛腰	Hau Tsai Yu - Pike
肉牛腰	To Yu - Plaice
肉牛腰	Pak Ch'ong - Pomfret, White
肉牛腰	Hing Hoi - Prawns
肉牛腰	Pi Pa Sa - Ray
肉牛腰	Sik Kau Kung - Rock Fish
肉牛腰	Chun Yu - Roach
肉牛腰	Shai Yu - Shark
肉牛腰	Ma Kau Yu - Salmon, Canton
肉牛腰	Shai Yu - Salmon, Fresh Water
肉牛腰	Hui - Shirrups
肉牛腰	P'o Yu - Skate
肉牛腰	Lap Yu - Snapper
肉牛腰	Tsit Sa Yu - Soles
肉牛腰	Wan Yu - Tench
肉牛腰	Tao Han Yu - Turbot
肉牛腰	Kok Yu - Turtles, small, fresh-water
肉牛腰	Pak Bit Yu - White Bait
FRUITS.	
仁春	Hang Yan - Almonds
平山金	Kam Shan Ping Ko - Apples, California
平山金	Tsin Tsun Pin Ko - Apples, Chefoo
平山金	Hoi Tong - Apples, small, Chtao
平山金	Fan Chi - Apples, Castard, Mazoe
平山金	Yat Pun Ping Ko - Apples, Japanese

